

COUNTRY Eastern Germany

REPORT

TOPIC Brandenburg-Arado Airfield

25X1

EVALUATION

25X1

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 6 October 1952

REFERENCES

25X1

PAGES

5

ENCLOSURES (NO. & TYPE)

1 - sketch on ditto

REMARKS

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1. The following observations were made at Brandenburg-Arado airfield between 18 July and 17 August 1952:

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18 July. At 8 a.m., about 30 IL-10s and 8 biplanes were parked on the eastern edge of the field. Eight additional IL-10s practiced formation flying.

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19 July. There was intensive air activity at the field.

20 July. No flights were made.

21, 22 and 23 July. There was only a little air activity by aircraft usually flying in formations of up to eight planes.

29 July. At 7:30 a.m., 49 IL-10s were counted on the eastern edge of the field, and an additional 6 IL-10s were estimated there. The aircraft had red upper edges on their rudder assemblies. The tarpaulins were removed from the planes at 7:30 a.m., a tank truck moved to the dispersal area, and eight IL-10s took off individually at 8 a.m. The planes assembled in V formation. Formation flying was continued until after 10 a.m.

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5 August. At 3 p.m., 62 IL-10s were counted in the eastern edge of the field. Possibly, not all the aircraft stationed at the field were observed. All of the aircraft had red upper edges on their rudder assemblies. The five IL-10s which were parked in the southeastern section of the field

The doors of the two hangars were closed. Between 3 and 8 p.m., there was no air activity although the weather was fair.

9 August. There was no air activity throughout the day. One IL-10 plane each with set position lights took off at 9:06, 9:13 and 9:18 p.m. Two searchlights, located 4 to 5 km toward the northwest were in operation. Within 30 minutes, each plane flew in the beams of both searchlights for about 1 minute after switching off its position lights. The plane did not try to escape from the beams of light. The aircraft flew at an altitude of 300 to 400 meters and landed between 9:40 and 9:50 p.m. The next three IL-10s took off at 10 p.m. and made the same flights. Air activity was discontinued at 1:15 a.m.

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10 August. Between 8 and 10 a.m., about 50 IL-10s were observed in front of the hangars. There was no air activity.

11 August. Between 8 and 11 a.m., about 45 IL-10s were parked on the eastern edge of the field. About 60 IL-10s were observed at the field at 6 p.m. Of these planes about 17 were parked on the northern edge of the field, about 20 in the southeastern corner, and 24 on the southern edge of the field. The dispersal area near the hangars was empty.

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All the aircraft had red upper edges on their rudder assemblies. Some planes also had red propeller hubs. A trailer with a closed box-like superstructure with windows was parked on the southern edge of the field. It was painted in a red and green checker board pattern. Around its roof there were rods which were about 30 cm high and 1 cm in diameter. An old van, which was repeatedly observed on the landing field, was towed by a tractor to this trailer and parked at its side.

12 August. Between 8 and 10 a.m., 16 IL-10s were parked in the northeastern corner and 39 IL-10s in the southeastern corner. There was no air activity. Maintenance work was in progress on several aircraft. About 1,000 meters west of the former Pionier Kaserne which housed the personnel of the field there, was a radio truck with an extended rod antenna on the middle of its roof.

13 August. Aircraft counted at the field included 16 IL-10s in the northeastern corner, 19 IL-10s in the southeastern corner, and 12 IL-10s, parked at large intervals on the southern edge of the field.

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All of the planes were covered with tarpaulins. There was no air activity between 7 and 11 a.m.

14 August. Thirty-one IL-10s were counted at the field between 7:30 and 11 a.m. and 29 IL-10s between 6 and 8 p.m.. There was no air activity. The weather was fair and became overcast. The radio truck was again observed on the northern edge and the trailer with the checker board pattern on the southern edge.

15 August. Between 11 a.m. and noon, 27 IL-10s were parked at irregular intervals in the northeastern corner. There was no air activity. The other dispersal areas could not be observed. The trailer with checkered paint was parked in the southwestern corner of the Pionier Kaserne.

16 August. About noon, 12 IL-10s which were parked individually on the southern edge of the field were towed by a tractor to the eastern edge.

17 August. Between 8 and 9:30 a.m., 50 to 55 IL-10s were observed on the eastern edge of the field. The other dispersal areas were vacant. There was no air activity. (1)

2. In about early June 1952, a large fuel container with a capacity of about 50,000 liters was being dug out on the field and towed by two caterpillar tractors and a tank from the field. It was loaded by a special purpose vehicle with a hoisting gear on a train at Brandenburg-Altstadt railroad station. Previously, three similar containers were located at the field. (2) On 7 or 8 July, 17 one-man concrete bunkers were towed from the field to the Brandenburg-Altstadt railroad station and loaded on railroad cars by means of a special-purpose vehicle with a hoisting gear. (3)
3. Ten to 12 emplacements which were probably excavated recently were observed in the southeastern corner of the field. Concrete AA gun emplacements had existed in this area during the war. The same number of emplacements was observed on the northern edge of the field. Thirty-five to 40 air force

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soldiers were digging AA gun emplacements there on 5 August, and 20 to 25 soldiers wearing red-bordered black epaulets were digging on 15 August. No guns were observed in the emplacements. Wooden beams were piled up at the side of the emplacements. (h)

4. The field was surrounded by a fence. (5) The sidewalks along the western edge of the field have been blocked recently. In early August, Soviet guards and VP men were posted there. A camp of five large tents was located on the shore of Plauer Lake. Motor vehicles which were observed entering and leaving the former Pioneer Kaserne included tank truck [redacted] and trucks [redacted] [redacted] driver wearing red-bordered black epaulets [redacted]

5. The following aircraft and air activity were observed at the field between 4 July and 19 August:

4 July. Between 7:15 a.m. and 1:45 p.m., there was individual flying.

5 July. At 4 p.m., 38 ground attack aircraft were observed at the field.

7 July. Between 7:15 a.m. and 1:45 p.m., there was air activity at the field. At 5 p.m., 36 ground attack aircraft [redacted] were counted at the field.

8 July. Thirty-six ground attack planes were observed at the field at 8 p.m.. The planes had yellow, gray and blue propeller hubs.

9 July. At 6 a.m., only 30 ground attack planes [redacted] were observed at the field. All of the planes had red tips on their rudder assemblies.

12 July. At 5 p.m., 32 canvas-covered IL-10s were counted at the field. No air activity was observed.

14 July. Between 6 a.m. and 2 p.m., three Po-2s made local flights each lasting 5 to 8 minutes.

15 July. At 1:30 p.m., 36 IL-10s were counted at the field. Between 10 p.m. and 2 a.m., there was night flying by three Po-2s which made local flights.

16 July. During the morning, 38 IL-10s were counted at the field. Twenty of the planes were not covered with tarpaulins. Between 1 and 6 p.m. there was air activity. [redacted]

The planes only made individual flights. Their landings were not observed.

21 July. At 7 a.m., about 30 IL-10s were parked at the field. Five planes had [redacted] red propeller hubs and rudder assembly tips. [redacted] Their propeller hubs could not be observed. Between 7 a.m. and 1:45 p.m., eight IL-10s which were parked at the dispersal area on the southern edge of the field continuously made individual flights. A radio truck was parked at the field.

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23 July. At 12:30 p.m., 22 canvas-covered IL-10s were observed at the field. There was no air activity.

31 July. The following take-offs were made by IL-10s which almost exclusively made formation flights:

<u>Take-off</u>	<u>Aircraft</u>
6:30 a.m.	1 IL-10
7:30 a.m.	2 IL-10s
8:30 a.m.	10 IL-10s
9:35 a.m.	5 IL-10s
9:40 a.m.	6 IL-10s
10:45 a.m.	6 IL-10s including 1 towing a sleeve target
11:40 a.m.	8 IL-10s
12:20 a.m.	8 IL-10s

At 3 p.m., 38 IL-10s were counted at the field.

6 August. At 1 p.m., 40 IL-10s were observed at the field.

8 August. There was local flying by 8 IL-10s at 9:50 a.m. and 24 IL-10s at 10:30 a.m. At 11:05 a.m., 30 IL-10s were parked at the take-off point and 8 canvas-covered planes in front of the hangars. At 11:15 a.m. flying was discontinued, and all the planes taxied to the hangars.

12 August. At 1 p.m., 36 IL-10s were counted at the field.

14 August. At 11:15 a.m., 34 IL-10s with red tips on their rudder assemblies were parked at the field.

15 August. Between 1:15 and 1:30 p.m., all the planes at the field took off. Nine IL-10s landed at 5:30 p.m., 9 IL-10s at 5:45 p.m. and 3 IL-10s at 6 p.m.

16 August. At 6 p.m., 42 IL-10s were parked in front of the hangars.

19 August. At 3:30 p.m., 38 IL-10s were observed at the field. (6)

6. After 20 July, work started on a fence around the field. A barbed wire fence 25X1 already extended along the northern edge of the field. The poles for a barbed wire fence along the southern edge of the field had arrived. The guard detail at the field was increased. [REDACTED]

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7. About 1:30 p.m. on 5 August, 38 canvas-covered, single-engine ground attack aircraft were observed in front of the hangars. There was no air activity. Additional planes [REDACTED] were parked 25X1 in the northwestern corner of the field. One IL-10 plane had a red propeller hub, red upper edges on its rudder assembly [REDACTED] 25X1 Another IL-10 had a green camouflage color, a white vertical stripe on its fuselage and a red propeller hub. (6) 25X1

8. Work continued on a barbed wire fence along the southeastern field border. An air force sentry and four artillery sentries were posted near the ammunition dump in the southeastern corner of the field. No Adcock RF station was observed in the northeastern corner of the field. Truck [REDACTED] entered and left the installation.

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25X1 [redacted] Comments.

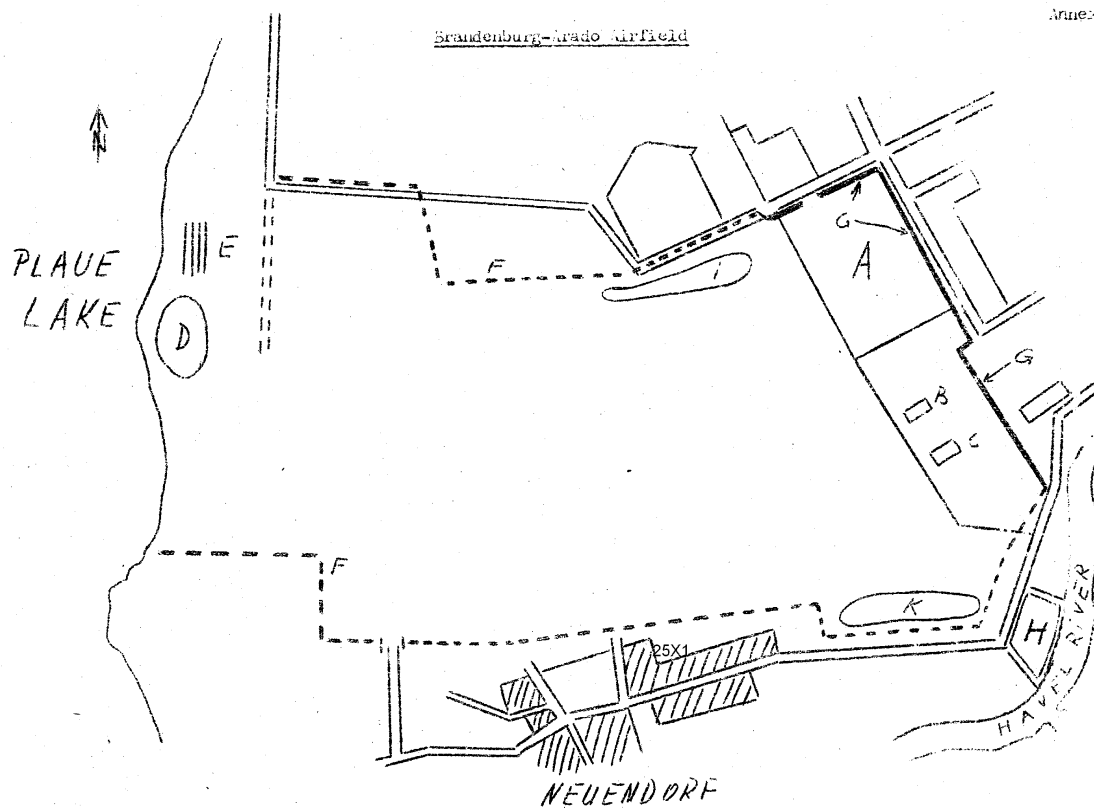
- (1) According to available information, Brandenburg Arado airfield is occupied by a ground attack regiment which is believed to be equipped with slightly more than 55 IL-10s. The aircraft have a red upper edge on their rudder assemblies as tactical symbol. The present report confirms previous information. Between 13 July and 17 August 1952, [redacted] an average of 50 to 60 aircraft at the field. Only on 14 and 15 August, the number of planes was under 31 and 27 respectively. [redacted]

25X1 [redacted] Noteworthy
 25X1 is the exercise during the night of 9 August, when the aircraft flew in
 25X1 the beams of searchlights. A similar exercise was held by aircraft of
 25X1 the fighter regiment in Alt-Loennowitz on 4 August 1952. [redacted]

- (2) The fuel container had probably been dug out in the fuel dump located in the southwestern corner of the field just northwest of Neuendorf.
 (3) These one-man bunkers possibly are former German bunkers which are appearing at other airfields. The arrival of such a bunker was previously observed at Jerneuchen airfield.
 (4) According to available information, the airfields in Eastern Germany were provided with AAA protection. It is believed that an airfield occupied by ground attack units has about two batteries each of six 37-mm AA guns.
 (5) For location of fence, see Annex.

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Attachment

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Annex

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Legend:

- A. Former Pioneer Kaserne, now occupied by air force troops and an army unit.
- B. Hangar, gate toward the south.
- C. Hangar, gate toward the north.
- D. Five large tents.
- E. Target ranges.
- F. Barbed wire fence.
- G. Board fence and a section of wall.
- H. Soviet-occupied buildings, including two hangars and a dwelling.
- I., K. Ten to twelve emplacements each, probably for AA guns; no guns were observed there.

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